

The Company's system of submarine telegraph cables is the most direct and quickest means of communication from Egypt to Europe, North and South America, East, South and West Africa, India, Australia, New Zealand, China and Japan. To secure quick transmission, telegrams should be marked **Via Eastern**. For latest average time to London, see daily bulletin in this paper.

STATIONS IN EGYPT: Alexandria, Cairo, Suez, Port-Tewfik, Port-Said, Suakin. Head Office, London.

# The Egyptian Gazette

No. 7,265

ALEXANDRIA, SATURDAY, AUGUST 12, 1905.

[EIGHT PAGES P.T. 1.]

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STATIONS IN EGYPT: Alexandria, Cairo, Suez, Port-Tewfik, Port-Said, Suakin. Head Office, London.

## Peninsular and Oriental S. N. Company.

Summer Rates will be charged from 2 May to 31 October.

For the convenience of families and others a large portion of each ship's accommodation has been reserved for Egypt, so that Berths can be definitely engaged at once, as if the voyage were commencing at Port Said. Plans can be seen at the Offices of the Company's Agents.

The through Steamers for Manzanilla are intended to leave Port Said after the arrival of the 11 a.m. train from Cairo, every Tuesday for the present. A steam train will meet the train to convey passengers to the ship.

The Brindisi Express Steamers leave Port Said directly for the Indian Mail arrive passengers can go on board the evening before. The fare is 29 to Brindisi.

The combined Sea and special train fare has been reduced to £29.8.11 Port Said to London via Brindisi or via Manzanilla.

During the Monsoon season the express steamer usually reaches Brindisi on Thursday afternoon, the special train starting at 8 p.m. and arriving in London at the very convenient hour of 4.55 p.m. on Saturday.

For all further information apply to the Company's Agents.

Messrs. THOS. COOK & SON (Egypt) Ltd. CAIRO.

General Managers, 10, Abou El-Hakem St., CAIRO.

Agents, HENDERSON & CO., LTD., ALEXANDRIA.

P. O. DAVIDSON, Superintendent P. & O. N. Company in Egypt. BUZZ 31-1905.

## Orion-Pacific Line of Royal Mail Steamers.

REDUCED SUMMER FARE FROM MAY TO OCTOBER INCLUSIVE.

U.S.S. "Orion" will leave twice a month for Australia.

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## British India S. N. Company, Limited.

MAIL AND PASSENGER STEAMERS.

OUTWARD—S.S. Manora... August 18

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## Anglo-American Nile Steamer & Hotel Coy.

Weekly departure during Winter Season by the

Luxurious First Class Tourist Steamers VICTORIA, PURITAN & MAYFLOWER.

Regular weekly departures to the SECOND CATHARACT by the S.S. INDIANA.

THROUGH BOOKINGS TO KHARTOUM, WONDOKORO AND THIRIWHIT MILLS.

Freight service by STEAM TUGS BETWEEN AIN HELWAN AND ALEXANDRIA.

Working in conjunction and under special arrangement with the

"Upper Egypt Nile Steamer."

For details and illustrated prospectus apply to THE ANGLO-AMERICAN NILE STEAMERS and

OFFICES IN CAIRO: Sharia Bazaar, "Grand Continental Hotel Buildings." 21-3-04

## NORDDEUTSCHER LLOYD.

Regular Service from ALEXANDRIA (Passenger and Freight)

to HAMBURG-MARSEILLE.

SCHLESWIG will leave ALEXANDRIA at 4 p.m. August 20, September 20, etc.

The following steamers are intended to leave PORT SAID:

For Bremen Hamburg via Tientsin, Genoa, (Ostia), Southampton, Antwerp.

For Bremen Hamburg via Tientsin, Genoa, (Ostia), Southampton, Antwerp.

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The IDEAL MILK FOODS for HOT CLIMATES.

## The Allenburys' Foods.

The "Allenburys" Foods give strength and stamina, and supply all that is required for the formation of firm, fresh, healthy skin. They contain perfect health, and give freedom from all digestive troubles and the disorders common to children (and to all) on unwholesome foods, condensed milk, or cow's milk.

ALLEN & HANBURY'S Ltd., LONDON, ENGLAND.  
Depot in Cairo:—E. Dell Mar, 25, Abou.LADIES  
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GENTS  
OUTFITTING.RELIABLE  
BRITISH  
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Also at Alexandria and Ismailia.

## OUR LONDON LETTER

FROM OUR CORRESPONDENT.  
London, August 2.

It is with a sincere feeling of relief that we welcome Mr. Broderick's announcement of the new speech of the Government on Lord Curzon's speech in Council on July 18. The Government, we are now told, accept this declaration of Lord Curzon unreservedly, and are content to regard the matter as closed, which is exactly what we suggested they should and hoped they would do. Lord Curzon has still eight months of office left him and he has much work to clear off, if he is to carry through all the schemes he has taken in hand. The partition of Bengal is, among others, a burning question that will make very serious demands on his energy and patience. While in Calcutta, still the Trade Association are at it again, at the rate of one or two to acquire sites in the centre of the city for public offices and for certain extensive additions to Government House. This will involve the expropriation of certain well known trading firms, who protest through the Association against injurious business by Government to secure its own convenience "without due regard to the vested rights and requirements of an important section of the community." Verily, the Viceroy's resolve of office promises to be a lively and busy one.

The forthcoming inquiry into the working of our Poor Law system can hardly produce results so satisfying as the last inquiry. Seventy years ago the whole system was found to have been reduced practically to village. Nobody in the country paid the whole of his men's wages; the latter were all rateaid. Independence, integrity, industry, and domestic virtues, the Commissioners found, were practically extinct among the lower classes. What had happened was this: Men were discharged from employment in which they were receiving adequate wages, driven on to the parish, then taken back by their masters at reduced sums, paid out of the rates. A parish would pool its wealth, and the rate levied would be made to cover it. Men who had saved money were refused work until they were reduced to beggary. The result of this pernicious system was that the poor rate had increased in ninety years from 3s. 6d. to 8s. 9d. per head.

There was no appeal whatsoever in Eliza, the Poor Law. The land was so infested with turbulent tenants that an inscription was feared in the north. So, while the rich were compelled to contribute towards the maintenance of the poor, the sturdy one were to be "graciously whipped and bled" through the grille of the right ear, unless they could find someone who will keep them in service for a year. Should the offender relapse into vagabondism, the punishment was imprisonment, the penalty was death, unless someone would employ him for two years. Among these "ragabonds" were anathematised proctors, physicians, palmists, beggars, unlicensed scholars from the universities, "fencers, barrows, common players in jests, and minstrels, not belonging to any guild." Those compelled thus to labour most of all, not at what we now call a living wage, but at such reasonable wages as is taxed and commonly given in such places where they dwell.

To make a proposition may some day be a half-million a company as worthy of confidence perhaps. What appears from the Board of Trade report on the Companies Act, 1900, is that this act requires far stricter declarations than most promoters of new enterprises care to make. Four years ago, for example, 11.75 per cent. of British registered companies did not get out properly, while last year the proportion had fallen to 1.07 per cent. The remaining 92.93 per cent., the great bulk of existing companies, may indeed be already private ventures. There are no figures to show

## OUR LONDON LETTER

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that they are not. But this report takes rather seriously, not the fact that the share of an increasing number of them, though not subscribed for publicly, come upon the Stock Exchange to tempt all speculative dealers. Shares of a private concern on the Stock Exchange may mark the share of those interesting English companies which have gone to be registered, or, as far as Mr. Guinness, say, The Companies Act is available compulsorily, but that might not matter much if people who dabble in joint-stock shares respected it. Parliament has at least made it easier for them, if they please, to recognise some broad distinctions.

On a verdict found at the Birmingham Assizes, it would appear to be no longer prudent for managing directors to oil the palms of their companies' customers, without knowledge and consent of the whole directorate. Mr. Gilbert Little has to refund £563 on disposal of and to pay costs of the action by which it has been obtained. Just possibly there is no safe and sure alternative. It is to be hoped that those customers who, at a pinch, will go into the box and say they were bribed by Mr. Shel-dra, the customer called in this case, said that the £500 he received was an unexpected bonus to receive an order from one of our Mr. Little's friends that the payment was a condition imposed upon him in doing business. Such a defence has not, we think, been made before, and it might impress some juries. As it broke down, the defendant's counsel had only the old plea that "business had to be carried on and 'blows given' to" for which Mr. Justice Darling said he might add, "People have to be imprisoned." This kind of effort in the sacred cause of business is too pious. The end seems not to justify the means.

After being honored by Yale University, Sir Edward Elgar has now returned to England. To be a Doctor of Music at Yale is more than Grant Allen would have called being a "British Barbarian," appointing such a thing was in a story of romance possible in the conferring of English degrees. It is, of course, comparatively easy for a great English composer to receive an honor from one of our great Universities; but in this particular instance to which we have referred the "honorary" Sir Edward Elgar has steadily pursued the uneven tenor of his way without any demand for common applause or for popular appreciation. At the present moment he seems to be expressing himself in an interview with no uncertain voice. He is obviously an enemy of the conventional National Anthem, a theme which one might have guessed from the fact that he got to such national feeling into his one famous "Land of Hope and Glory." For example, though Sir Edward Elgar is not exactly hostile towards our own Anthem ("because," says he, "it was stolen from the German"), he nevertheless considers that "the words are stupid, some of the lines won't rhyme, and the man who sings it is a thing of what he is saying can't respect himself." Elgar continued frankly saying to his American interviewer, "Our National Hymn is even worse than England's. You haven't got any regular legitimate national song." There is "Yankee Doodle," which has not got the least dignity, while the music would set the teeth of a true saw on edge. Then there is "Hail Columbia," which is nearly as bad in every way as "Yankee Doodle." Whether Sir Edward Elgar really said these things, or whether these things are attributed to him, it is possible for us to say. We simply go by gold print; but not since the performance of Elgar's "Variations" have we known him so explicitly frank as he was when he wrote that score. We trust that the conversation was authentic, if only to prove one more thing that it is just possible for a great English musician to have a sense of humor.

In the reports from the recent Assizes there is no more extraordinary story than, indeed, the smallest of the Courts—that that told at

Swansea, May, a contractor's assistant, brought an action against the Taff Vale Railway Company for negligence resulting in an accident, whereby he lost both his legs. The defence was that he deliberately set down on the line and allowed a train to run over his legs, with a view to getting compensation from the company. His version was that he got up from his seat in the compartment in which he was travelling—alone to put his umbrella on the rack. There was a jerk of the train, which threw him across the door, the door flew open, he fell out, and was run over by that and a succeeding train. The case of the railway company was that he never was in the train at all (though undoubtedly a second-class railway ticket was found on him), and they showed, entire by their own servants, that all the carriage doors had been closed in question were properly secured, that the lock was automatic, and if it was once slammed it would take more than a carriage full of people to force it open without using the handle, that there was no jerk at the time or place alleged, and that there was no second-class compartment with only one passenger in it. They also brought out the fact that when he was picked up he had three handkerchiefs upon him which he gave to his rescuers to bind him (but a fellow-lodger deposed that he habitually carried three), that he had in his pocket some pocket-knives (which he was in the habit of taking) with insurance coupons duly filled up, and that he had previously told people he had had a dream that he was going to have both his legs cut off, and they proved that, between the time by which he said he travelled, and the time he was carried off, another had passed over the spot of the accident. A doctor pointed out that both the legs "were cut off quite parallel," and if they had been together when they were severed, and there were no bruises or marks on a y other part of his body. Comment on a man in his position riding second class was met by the crowded state of third-class carriages on a Saturday night, and by the fact that he was a bit of a dandy. May had sought compensation from the newspapers whose coupons he had in his possession, but it had been pointed out to him that the insurance was only against an accident to the train.

The puzzle was too much for the jury, who, however, this seems to be the first case in which a man has been suggested to as the motive of self-mutilation. The classic instances of Simon at the siege of Troy and Zepherus at that of Babylon were due to patriotism, and there have been cases where self-inflicted wounds have been designed to screen crimes. The most common case has been the attempt to avoid conscription—a practice which began in the decay of the Roman Empire and gave rise to the "pelle truciore," which means "I have cut off" (pelle truciore) Lord Curzon mentions that in 1603 a lusty rogue in Leicestershire got a friend to cut off his left hand "to have the more color to beg." They were both indicted and fined.

That was a daring thing which an American did the other day, when he switched in excursion train off the line in order to avoid a collision. But we have men capable of so ready, if not so sensational, methods. On the Stockton and Darlington Railway the driver of a goods train saw a runaway engine and tender pass him on the adjoining line, going straight for Darlington, some miles westward. He rushed his trucks into a siding, uncoupled, and by means of the points, on to the line on which the runaway was travelling, and set out in chase. It was a long, grim race, but the driver engaged slowly overhauled the fugitive. The driver climbed on to the front of his own engine, and dropped a stone from the top of the tender in the rear, stole back to his own footplate, and screwed down the brake, so retarding the speed of the engine in front that he was able to clamber back, reach the platform of the runaway and apply its brakes and bring both to a standstill, just in time of Darlington station.

The rumour in Germany over the cruise of the Channel Fleet in the Baltic is rather storm in the past or designed as a feeler of British opinion on the matter. Britain would resist any attempt to exclude her naval forces from the Baltic, where they have often cruised, and to some purpose, too. It must be remembered that the German squadrons have visited British ports within recent years, and were invariably treated with great hospitality. Prince Henry's squadron on one occasion had the audacity to come to anchor during the night, under the guns of the forts of Portsmouth. Our good "hospitality" can hardly refuse to return the hospitality so lavishly bestowed on their naval representatives. Apart from all this a little glimpse of the might of the premier naval power will do no harm in those waters.

The excitement which the King's white hat at Goodwood has caused must be a source of amusement to His Majesty. A dozen times in the course of his career he has seen the side of the leg. The Queen, of course, has hats, and coats, and ties, and gloves, and trousers. It caused quite a spasm a little while ago when one of tailors' papers reported that he had appeared wearing trousers whose crease was ironed, not down the centre, but along the side of the leg. The Queen, of course, has an immense following in the matter of costumes here, in France and America. The Prince of Wales, too, is responsible now and then for a lead. Once upon a time he appeared with the last button of his waistcoat unfastened, and since that day no royal man ever omitted that button again his own vest to sit within its bottomhole.

## The Standard Life Assurance Company.

INCORPORATED IN ENGLAND.  
ACCUMULATED FUNDS £11,300,000  
BONUS YEAR 1905.

THE NEXT DIVISION OF PROFITS will be made amongst participating Policies in accordance with November 1st of this year. Profitable efforts on or before that date will be credited to them in the Division.

The Company have already declared Bonus additions to Policies in the amount of more than SEVEN MILLIONS STERLING.

Head Office for Egypt:—Harris House, 21, Nile, Cairo.  
R. NATHAN & Co.,  
Chief Agents for Alexandria.A. V. THOMSON,  
Secretary for Egypt.

ARMY AND NAVY.

(FROM OUR CORRESPONDENT.)

London, August 3.

Another distinguished name disappears from the active list of the Army with the retirement of Major-General Sir Charles Halled Smith, K.C.M.G. Born in 1846, Sir Charles commenced his brilliant career as an ensign in the 60th Foot (now King's Royal Rifle Corps) at the age of nineteen, and, after risk-taking in many high military capacities in various parts of the world, was raised to his present rank in 1900. He earned an excellent reputation during the Zulu and Boer wars of 1879-81, and in the Egyptian campaign of 1882 fought with distinction at Tel-el-Mahuta, Kassassin, and Tel-el-Kabin. In the Nile Expedition of 1884-85 he was employed on the lines of communication, subsequently serving throughout the long and arduous operations in the Sudan, for which he was many times mentioned in despatches. Sir Charles, in 1888, was appointed Governor-General of the Red Sea Littoral, vacating this position in 1894 to take over charge of the military forces of Victoria. He was created a C.B. in 1891, and in the following year received the honor of a K.C.M.G.

Colonel E. W. Herbert, C.B., commanding the 2nd Depot, at Winchester, will also discharge the duties of officer in charge of the records of the Depot.

The 2nd Battalion Rifle Brigade on moving from Zulu to India, in the coming spring season will be stationed at Chabutta. At the same time the 3rd Battalion will return home from Aden.

Major C. A. C. Clark, King's Royal Rifle Corps, lately employed as adjutant of the 13th V.B., Westminster, has gone on retired pay. He served 21 years in the K.R.R.C., and has the medal with clasp for the Mariposa Expedition, 1891.

The vacancy has been filled by the promotion to substantive rank of Brevet Major C. J. Scherville West, now a staff captain at headquarters. He has the Mariposa Expedition and the Boer War to his credit, and has the reputation of being a smart and popular officer.

Yesterday the battleship Venerable was recommissioned at Chatham with a crew of 757 officers and men by Captain A. J. Hensler-Hughes, for another spell of service in the Mediterranean as flagship of Vice-Admiral Grenfell, the second in command. The "Archduke" was the nickname of this fine battleship, from obvious reasons—was commissioned at Chatham in November 1899 for her present service.

The rumour in Germany over the cruise of the Channel Fleet in the Baltic is rather storm in the past or designed as a feeler of British opinion on the matter. Britain would resist any attempt to exclude her naval forces from the Baltic, where they have often cruised, and to some purpose, too. It must be remembered that the German squadrons have visited British ports within recent years, and were invariably treated with great hospitality. Prince Henry's squadron on one occasion had the audacity to come to anchor during the night, under the guns of the forts of Portsmouth. Our good "hospitality" can hardly refuse to return the hospitality so lavishly bestowed on their naval representatives. Apart from all this a little glimpse of the might of the premier naval power will do no harm in those waters.

ENGLISH CLOTH (91) with shipping appearance, desirable situation. For particulars apply, No. 26, 309, "Gazette" office 2630-9-6

JEUNE HOMME (Allemand) cherche chapelle ou autre dans une famille française on anglaise. S'adresser No. 26, 323, "Gazette" office. 2633-2

LAND FOR SALE—Splendid situation on three miles at Halls Cleopatra after Sporting Club, at One Egyptian Pound per square pica. Please enquire direct, without any medium, in Cairo to Mr. A. Dore, or in Alexandria to visit the land and information to Mr. Max Ott. Immeuble Michela near the Crown Brewery in Alexandria, every day except Sundays and Holydays from 8 to 4 p.m. 2639-10-8

MAGASIN VICTORIA have secured premises 3 doors from Drogueerie Fichet, Rue Secouris, and intend holding a cash clearance sale of general stock until September 3—Good bargains in all departments. 96314-6-2

ORANIST (temporary) required for All Saints Church, Eynsham, for September, October and November: two Sunday services, choir practice one evening a week. Please apply to the Reverend R. Rynd, Parsonage, Eynsham. 26317-6

YOUNG GERMAN desires board and lodging in English or French family. Apply No. 26, 322, "Gazette" office. 26322-2

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SITUATION AU 30 JUIN 1905.

1870. Dépôts au Caire .....	L.E.	86,451,198
1353. " Alexandrie .....	"	56,149,005
351. " Port-Saïd .....	"	21,242,836
3574. " .....	L.E.	163,837,339
=====		
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Dette Egyptienne Unifiée 4 o/o .....	F	14,700
" Privilegiée 3 1/2 o/o .....	"	2,230
Defence Loan 4 o/o 1891 .....	"	24,400
Dauria Sanich (obligations) 4 o/o .....	"	640
Société Anonyme du Béhara (obligations) 4 o/o .....	"	7,740
Emprunt Allemand 8 o/o .....	"	100,000
Emprunt Ottoman (Tribut) 3 1/2 o/o 1894 .....	"	9,500
387 oblig. Chemins de fer Smyrne-Cassaba, 1ère Emission 4 o/o 1894 .....	"	7,740
Obligations 3 o/o Credit Foncier Egyptien 1896 .....	Oblig.	530
" " " " " 1903 .....	"	1,080
22811-24-8		

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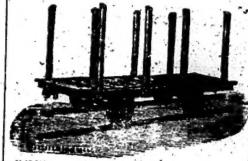
A.M. (HELOUAN BRANCH.)														P.M.											
Rail-Lent	Dep.	6.30	8.6	9.10	10.10	12.5	1.20	1.30	4.35	5.15	6.15	7.35	8.40	10.10	12.30										
Helouan	Arr.	7.7	8.48	9.47	10.54	12.40	5.55	5.55	4.35	5.52	6.58	8.10	9.25	10.48	1.10										
Helouan	Dep.	6.35	7.50	8.15	9.15	10.15	12.5	1.20	3.15	4.15	5.15	6.30	7.25	8.50	10.15	11.15									
Rail-Lent	Arr.	7.10	8.25	8.55	9.55	10.55	12.45	1.58	4.55	5.55	6.55	8.05	9.32	10.58	11.55										

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## BULLETIN HEBDOMADAIRE

No. 1,036

Alexandrie, VENDREDI 11 Août 1906.

## COTON

Arrivages	EXPORTATIONS				STOCK			
	Angleterre	Continent	Etats Unis	TOTAL	Angleterre	Continent	Etats Unis	TOTAL
Cette semaine	538	4,780	35,851	7,560	57,497	1,980	15,246	14,420
Même semaine 1904	5,842	2,800	15,383	1,384	34,518	350	2,935	6,784
Depuis 1er Sept. 1904	6,225,053	359,311	2,960,401	351,435	2,536,499	77,135	594,038	818,384
Même époque 1904	6,464,710	385,223	2,931,607	359,903	2,688,714	51,212	391,580	796,368
Y compris stock	au 1er Septembre 1904 Canteurs 409,000							

Arrivages	EXPORTATIONS				STOCK			
	Angleterre	Continent	TOTAL	Angleterre	Continent	TOTAL	Angleterre	Continent
Cette semaine	45,517	109,940	6,116	109,056	775,714	4	728	728
Même semaine 1904	4,553	37,888	12,834	50,522	761,941	4	728	728
Depuis 1er Sept. 1904	3,604,328	2,146,837	129,504	3,016,141	21,096	72,669	26,903	66,254
Même époque 1904	3,547,133	2,437,779	167,413	2,255,192				
Le stock	au 1er Septembre 1904 c'est d'Ardebe 247,527 et au 1er Septembre 1903 d'Ardebe 70,000							

Arrivages	EXPORTATIONS				STOCK			
	Angleterre	Continent	TOTAL	Angleterre	Continent	TOTAL	Angleterre	Continent
Cette semaine	1,563	79	5,612	609	6,221	177,638	2,105	—
A partir du 1er Av. 1905	81,364	64,349	29,455	6,221	177,638	2,105	—	—
Même époque 1904	264,809	79	93,273	41,077	134,350	—	—	—
Stock au 1er Avril 1905 Ardebe 48,000								
Stock au 1er Avril 1904 Ardebe 47,100								

Arrivages	EXPORTATIONS				STOCK			
	Angleterre	Continent	TOTAL	Angleterre	Continent	TOTAL	Angleterre	Continent
Cette semaine	44	1,096	53	116	116	81	126	927
Même semaine 1904	247	8,120	61	48	20	127	824,738	793,911
A partir du 1er Av. 1905	2,116	30,155	2,170	26	8,190	127	824,738	793,911
Même époque 1904	11,293	35,177	76	1,946	1,518	21,397	6,508	584,010
Stock au 1er Avril 1905 Ardebe								
Stock au 1er Avril 1904 Ardebe								

Arrivages	EXPORTATIONS				STOCK			
	Angleterre	Continent	TOTAL	Angleterre	Continent	TOTAL	Angleterre	Continent
Cette semaine	44	1,096	53	116	116	81	126	927
Même semaine 1904	247	8,120	61	48	20	127	824,738	793,911
A partir du 1er Av. 1905	2,116	30,155	2,170	26	8,190	127	824,738	793,911
Même époque 1904	11,293	35,177	76	1,946	1,518	21,397	6,508	584,010
Stock au 1er Avril 1905 Ardebe								
Stock au 1er Avril 1904 Ardebe								

## WEEKLY POSTAL TABLE.

ALEXANDRIA OFFICE.  
Table showing the days of despatch and arrival of the principal Foreign Mails from Monday, 14th, to Sunday, 20th August, 1906.  
(Both dates inclusive.)

COUNTRIES	MAIL PACKETS	ROUTES	DESPATCHES				ARRIVAL DAYS
			DATE	LATEST HOUR	FOR PORTING		
			Departure Day	Departure Hour	Departure Day	For Porting	
EUROPE	British	Port Said & Brindisi	Monday	3 15 p.m.	Su day	noon	Wednes.
	British	—	—	—	—	—	—
	German	—	—	—	—	—	—
AMERICA & WEST COAST OF AFRICA	Italian	Brindisi	Tuesday	2 p.m.	noon	Monday 6 p.m. Wedn.	Sunday
	Italian	Messina	Thursday	3 p.m.	noon	6 p.m. Thurs.	Tuesday
	French	Marseilles	Friday	11 p.m.	10 a.m.	6 p.m. Friday	Monday
	Austrian	Brindisi	Saturday	3 p.m.	noon	6 p.m. Friday	Sunday
	British	Port Said & Brindisi	Monday	3 15 p.m.	Sunday noon	—	—
TURKEY, GREEK & SOUTHERN RUSSIA	Khediwial	Pirens	Wedn.	3 p.m.	noon	Tuesday 6 p.m.	Saturday
	Russian	Pirens	Friday	9 a.m.	Thn day 6 p.m.	—	Saturday
	Khediwial	—	Sunday	3 30 a.m.	Saturday 6 p.m.	Sunday noon	Wednes.
SYRIA	Russian	—	Monday	3 30 a.m.	Sunday noon	—	Mon. 14 & Sun. 30
	French	Port Said	Friday	3 30 a.m.	Thursday 6 p.m.	—	Thursday
	Austrian	—	—	—	—	—	Monday
CYPRUS	British	Port Said	Tuesday	3 p.m.	noon	Monday 6 p.m.	Sunday
	Italian	Alexandria & Brindisi	Tuesday	3 p.m.	noon	Monday	—
	British	Port Said	Thursday	3 p.m.	noon	—	Sunday
MALTA	Austrian	Brindisi	Saturday	3 p.m.	noon	—	—
	British	Port Said & Brindisi	Monday	3 15 p.m.	Sunday noon	—	Wednes.
	Khediwial	Suez	Wednes.	3 30 a.m.	Tuesday 6 p.m.	Tuesday noon	Sunday
PORT SUDAN & SUAKIN	Khediwial	Suez	—	—	—	—	—
	British	Suez & Aden	Tuesday	3 15 p.m.	noon	—	Wednes.
	Italian	—	Tuesday	3 15 p.m.	noon	Monday noon via Port Said	th
ADEN & INDIA	British	—	Tuesday	3 15 p.m.	noon	—	th
	French	—	—	—	—	—	th
	British	Ordn	—	—	—	—	th
CEYLON & AUSTRALIA	German	—	—	—	—	—	th
	British	P. & O	Suez	Tuesday	3 15 p.m.	noon	Monday noon via Port Said
	British	P. & O.	Tuesday	3 15 p.m.	noon	Monday noon via Port Said	th
	German	—	—	—	—	—	th
	German	—	—	—	—	—	th
CEYLON, CHINA, JAPAN, & Straits Settlements	French	—	Tuesday	3 30 a.m.	Day before 6 p.m.	Day before 6 p.m.	th
	ADEN	—	—	—	—	—	th
	Red Coast of Africa & MADAGASCAR	—	—	—	—	—	th
DJIBOUTI & AFRICA	French	—	—	—	—	—	th
	French	—	—	—	—	—	th